

[23rd January 1964]

## Description of area.

Whether health resort  
or labour colony.

(1)

(2)

- 2 The Highways panchayat and the area covered by the Cloudland Estate of the Narasingapuram panchayat in the Madurai district.**

**Labour Colony.**

The Resolution was put and carried.

**III—GOVERNMENT MOTION.****CHANGE IN THE ORDER OF BUSINESS**

**THE HON. SRI R. VENKATARAMAN :** Mr. Speaker, Sir, I move—

‘That item III (2) viz., The Motor Vehicles (Madras Amendment) Bill, 1964 (L.A. Bill No. 1 of 1964) and the Madras (Added Territories) Extension of Laws Bill, 1963 (L.A. Bill No. 29 of 1963) in the order of business be taken up before item (1), viz., The Madras Appropriation Bill, 1964 (L.A. Bill No. 2 of 1964).

The motion was put and carried and the Order of Business was changed accordingly.

**IV—GOVERNMENT BILLS.**

**(1) THE MOTOR VEHICLES (MADRAS AMENDMENT) BILL, 1964**  
(L.A. BILL NO. 1 OF 1964).

\* **THE HON. SRI R. VENKATARAMAN :** Mr. Speaker, Sir, I move—

‘That the Motor Vehicles (Madras Amendment) Bill, 1964 (L.A. Bill No. 1 of 1964) be taken into consideration.

Sir, I have brought forward this Bill as a measure calculated to tide over certain legal difficulties in the promotion of passenger transport.

Sub-section (8) of section 57 of the Motor Vehicles Act, 1939 (Central Act IV of 1939), deals with the procedure to be followed in regard to the variation of the conditions of any permit by the inclusion of a new route or routes or a new area or by increasing the number of services covered by a stage carriage permit, above the specified maximum. The Regional Transport Authorities had been allowing extension or variation of existing routes with a view to serving the areas where transport facilities were not available. Such extensions or variations were being granted in cases where improvements like the erection of bridges, construction of motorable roads, etc., have been carried out. Consequent on the undertaking of various development schemes and the growth of industries the need for connecting such areas is imperative and the sectors forming the variations or extensions of the route will not in many cases justify the opening of a separate route by itself. In such cases, while the